MXGP MAG

#31_APRIL 2016

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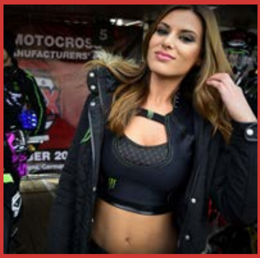

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HALL OF FAME

Jeremy McGrath

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MXGP Mag #31 April 2016

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going for glory
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EDITORIAL

Giuseppe Luongo
President of Youthstream Group

Dear MXGP Friends,

I have recently heard a couple of so-called 'Motocross experts' say that Youthstream is only interested in business and money, and doesn't care about the sport and the quality of venues, so obviously it took my attention and gives me the possibility to answer this argument.

Of course Youthstream has to care about the business side of things, just like the manufacturers, teams, riders, sponsors, other promoters and industries do, otherwise we would all obviously end up bankrupt. Luckily we currently live in an evolving world where people work to earn money, and by working and investing the money earned into the sport we are very proud to be able to say that over the last 15 years there has definitely been significant developments and improvements in the Motocross World Championship. 15 years ago there were very few families who lived with the Motocross World Championship, today there are thousands of families who live with revenue made from MXGP; even during the economical crises, which has gone on for years, MXGP has increased its visibility, image and value. Youthstream alone gives jobs to 140 people, teams who before had 5 or 6 employees today have 25 to 30 employees, the number of journalists who come to the events have tripled, the series and teams' sponsors employ people to come to the events for the activation of their brands, manufacturers, which are all present, employ engineers and mechanics to improve their bikes' performances, tyre companies are present and employing more people to provide good services for their products, etc., etc. Yes, it is Youthstream's responsibility to care about the business because without the business around the FIM Motocross World Championship there would be no growth, just recession, this is the reality.

The success of our business is directly linked to, and comes as a result of, the success of the sport. Together with FIM we work on having fair and stable Regulations and we fully support FIM to enforce them. Everyone working in the sporting departments of FIM and Youthstream is proud that the time schedule is followed to the second and even in demanding situations last minute cancellations or changes are avoided to the maximum. Unlike some other motorsport championships we never change the Regulations during the season keeping it the fairest possible for everyone. There has never been an incident where a Regulation has been put in question and there is complete respect and open dialogue between Youthstream, FIM, the teams and the riders; changes to the Regulations are made in agreement between the FIM, Youthstream and manufacturers. Every time a new Regulation is made or changed special care is taken to maintain the principle of our sport: the Man and the Machine, not the Machine and Man.

Other important activities Youthstream does regarding the sport are: the development of the European Championships and the creation and development of the MXGP Academy. Via these two channels we are seeing a huge surge of talented MX riders, both the number and quality of riders have impressively increased compared to just a few years ago, permitting the quality of MX2 and MXGP riders to rise as well. In the history of the FIM Motocross World Championship there have never been so many potential winners of the MXGP title, there have never been so many factory riders and there have never been 300 riders at one event, like there is today. Our sport has never seen so many young riders on the top of the World Championship as it sees today, and this is all thanks to the base of the sport: MXGP Academy and the European Championship. The MXGP Academy is working in close collaboration with many Federations around the world to educate the local trainers creating more qualified instructors giving young riders from all over the world proper MX education.

I have just received the MXGP-TV.com statistics after the MXGP of Valkenswaard; last year we had an escalation in the number of MXGP-TV users which could have been partly due to Villopoto's participation, however I was delighted to see an increase in number of viewers again this year and especially a significant increase after Valkenswaard confirming the fact that there is a big public interest in the European Championships and a growth in interest in the Women's World Championship which from this year all races have live coverage on MXGP-TV.

And then I read that we do nothing for the sport! For Youthstream the sport is fundamental because you need to develop the sport in order to develop the business attracting fans and partners, and also because we simply love it! Myself and many others in Youthstream are former Motocross riders and you must know that when you try MX once, it stays in your blood for life. I consider everyone who has a job related to the FIM

MXGP-TV.com
MXGP2
SUPERMOTOCROSS
23
100
11
259
222
46
FLY
SUZUKI
FOX
Kawasaki

Motocross World Championship as lucky because we have transformed our passion into our job, and I hope that all the youth who really have a passion for something to go out and just do it – my favourite slogan: if you dream it, you can do it!

Youthstream has been attacked for choosing venues based on how much they get paid, without caring about the quality of the infrastructure, organization and race track! Wow! Firstly I see this as a great offence to all our local MXGP organizers in all the countries around the world who work hard with a lot of passion and professionalism, and secondly my question to this criticism is, are there better organizers and venues in the countries where we go with MXGP than where we go? In France, for example, are there better organizers with better venues than St Jean d'Angély and Ernée? In Italy are there better than Maggiora, Pietramurata and Mantova, in Germany is there a better venue than Teutschenthal, in Belgium is there better than Lommel, in Holland is there better than Valkenswaard and Assen, in Great Britain is there better than Matterley Basin, in Latvia is there better than in Kegums and in Czech better than Loket, in Spain is there a better organization and venue than Talavera, and with regards to the new location of Frauenfeld-Gachnaug is there a more ideal venue and organizer in Switzerland?

Then moving on to the non-European events; is Glen Helen not considered as one of the best existing MX track in the USA? Charlotte is an exceptional venue and the organizers are very experienced and professional, Argentina has an outstanding organization and the race track has provided for amazing racing, Suphan Buri is better than most European National and International events, Qatar has fantastic infrastructure and a really nice race track which develops year by year and León in Mexico has organizers that work hard in extreme climate conditions to offer the best possible and which is exceptional compared to other MX possible venues in Mexico.

The choice of an MXGP venue is based on many factors, all of which are equally important: the quality of the organization, the race track, the infrastructure, the access roads, the distance to the nearest hospital, hotels, airports, the financial resources, the local government's support, etc. Youthstream with the FIM put in great efforts to have race tracks which are safe and at the same time provide a spectacular show for the fans, this is exhausting work as the motorcycles are so powerful and fast these days that to find new ways of slowing them down with technical sections is not an easy task. On that note, Youthstream is delighted to announce that after the first 3 rounds of the FIM Motocross World Championships there is a positive record regarding the number of injuries; our aim is to continue in this way. We are not just a small group of friends organizing a one-off event; we have to receive professional teams, the best riders in the world, manufacturers, sponsors, VIP and thousands of fans. The process of choosing an organizer for the MXGP is complicated and taken seriously, there is much more to it than just the money...

Many of these 'keyboard kings' who consider themselves as MX experts don't even come to MXGP events, they are mainly over 50 years old and love 'the good old times'; also I am over 50 and I also love the bikes of the 60's, 70's and 80's but I try to evolve with the modern times and 6 years ago Youthstream made significant changes within its management by bringing in young employees contributing to a younger and more modern spirit and vision to the way we work, and I put the vintage bikes in my museum. The Motocross World Championship is made for the young and must evolve with the time. Youthstream respects everyone's criticism and if we consider it as constructive which could be beneficial for Motocross of course we will take it on board because our target is to continue the growth of MXGP and make Motocross more appealing for the youth. It's great when older people come to the events or watch MXGP on TV, but people should not be telling us to bring Motocross back to how it was 20 years ago because it will just not be considered.

While we are on the subject of sport and youth, Youthstream would like to pay a special tribute to Jeffrey Herlings for his 50th GP win at only 21 years old. He is a great example for the new generation; a great talent and a hard worker, coming up from the European Championship to MX2, we hope many young riders will follow his footsteps. Congratulations Jeffrey, and we wish another 100 of these days!!!

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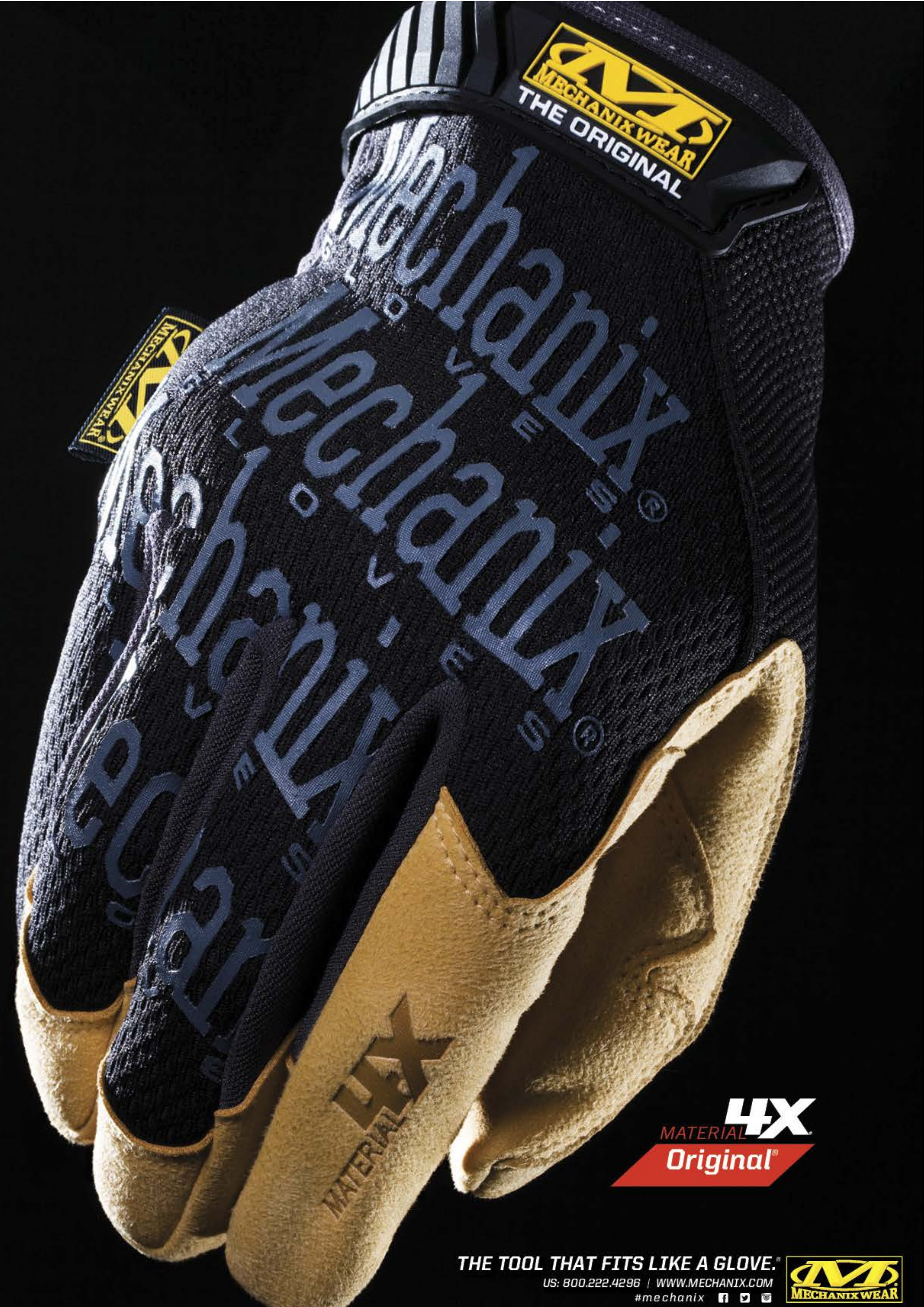
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2016 FOX HOLESHOT

MXGP Round 2 & 3 – Thailand / Europe

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No sooner had the dust settled and the bright lights of the Losail International Circuit switched off, MXGP rolled into the Suphan Buri Motorsport Land complex in Thailand for the second round of the FIM Motocross World Championship with an air of anticipation for what lie ahead; not just for the four moto's that would mean points on the board for the main protagonists in both MXGP and MX2, but also for the all important Fox Holeshot competition that awards points for every rider that is first to cross 'the stripe'.

Coming into Thailand we saw four different riders pick up one point each in Qatar; Pauls Jonas and Dylan Ferrandis in MX2 and Evgeny Bobryshev and Gautier Paulin in MXGP. Dig a little deeper though and it's clear that Team HRC were the dominant force at the season opener, nailing down both Fox Holeshots that were on offer in the MXGP races; it would have been three had the qualifying race also counted towards the final tally with Bobby pulling the first 'holey' of the season. Of course, the questions that loomed large before the gates dropped in Thailand were: could they do it again, and would the heat and humidity play a part in the performances of the bikes?

As we know, the qualifying races on Saturday do not count towards the overall standings, but for the sake of argument let's use 'day one' purely as a guide, in which case the two Red Bull KTM's of Tony Cairoli and Jeffrey Herlings were the quickest to reach the stripe, which 'JH84' was able to convert to a second successive qualifying race win. As for 'TC222' well, it wasn't quite as straight forward, losing out almost immediately to a rejuvenated Ben Townley and Romain Febvre.

So, coming into the main races then, it was a dead-cert that the KTMs would do what HRC did one-week prior, right? Well, that was the case in MX2 as both the Red Bull KTMs of Herlings and Jonass had their starts 'on-point' pulling a Fox Holeshot each, with the Latvian taking over the overall standings with his second lightening start of the season. He now has two 'black plates', to Herlings and Dylan Ferrandis' one, the Monster Energy Kawasaki rider absent in Thailand after dislocating his shoulder in the qualifying race, without crashing. We hope to see the Frenchman back soon.

But, the biggest surprise of the day came when the little-known Japanese rider Kei Yamamoto outgunned everybody by more than a bike-length in the first MXGP race, guiding his Team Honda Red Moto CRF450 across the stripe to claim his first ever Fox Holeshot point in this competition. Add to that Kemea Yamaha Yamalube's Valentin Guillod clocking up his first holey as well, after two rounds and four starts, we have four riders tied with one point each; Guillod, Yamamoto, Paulin and Bobryshev so it was 'game-on' as we headed to round three in Holland for the MXGP of Europe.

As for bikes running in high temperatures, your guess is as good as ours; it's clearly all about the reaction time and the drive from behind the gate that determines the outcome.

Going into the MXGP of Europe at Valkenswaard the tables looked like this:

MX2

Pauls Jonass	2
Jeffrey Herlings	1
Dylan Ferrandis	1

MXGP

Evgeny Bobryshev	1
Gautier Paulin	1
Valentin Guillod	1
Kei Yamamoto	1

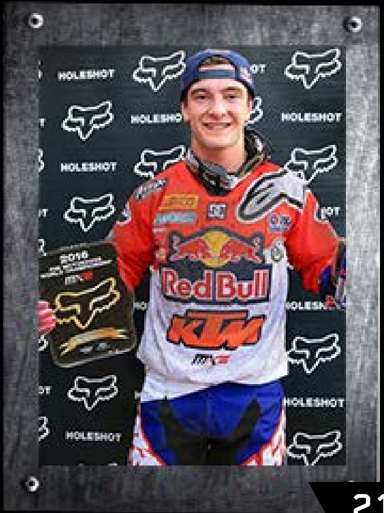
FOX HOLESHOT AWARD

MX2

MOTO 1
PAULS JONASS

MOTO 2
JEFFREY HERLINGS

MXGP OE EUROPE 28/03/16



Valkenswaard – Round three
After two relatively hard-packed circuits MXGP moved to the sands of Holland for round three of MXGP, so the eagle-eyed observers amongst us were keen to see if it was business as usual for the previous holeshotters, or if there would be a fresh batch of wannabe quick-fire, throttle grabbing, clutch-dumping racers willing to put it all on the line.

Overnight rain left the circuit a little moist on Sunday for qualifying, but it wasn't enough to put off the charge of Wilvo Standing Construct Yamaha's Alexandr Tonkov grabbing an unofficial holeshot in MX2 Qualifying, the first time this year we had seen blue up front in the 250cc division. But when it came down to business on Easter Monday it was Jonass and Herlings who dominated, picking up a Fox Holeshot apiece. For Herlings it was the icing on the cake, complete with a big fat cherry on the top as he led every single lap of Race Two ensuring his unbeaten run on home soil remained intact for another year. More importantly, The Bullet notched up his 50th career GP win, an egg-cellent achievement all by itself.

In MXGP we saw the return of the usually super-fast gating man machine otherwise known as Nagl, Max Nagl on the Rockstar Energy Husky, but unfortunately for him it was only in Qualifying that he was able to draw on his super human instincts, although to be fair he almost managed to go all the way in MXGP Race 1 had it not been for 'Factory Tim' stealing it by about half-a-wheel, the Slovenian bagging his first Fox Holeshot of the season on his Honda Gariboldi (HRC) lethal weapon.
And in what is turning out to be a crazy 'start' championship in 2016, none other than the 8-time champ Antonio Cairoli put daylight between himself and his rivals in Race Two on his Red Bull KTM, and in doing so ensured that SIX riders share the spoils in MXGP from the first six starts of the season. KUUUR-AAAZY!

Fox Holeshot Standings – After 3 rounds

MX2
Pauls Jonass 3 points
Jeffrey Herlings 2p.
Dylan Ferrandis 1p.

MXGP
Tim Gajser 1 point
Evgeny Bobryshev 1p.
Antonio Cairoli 1p.
Valentin Guillod 1p.
Gautier Paulin 1p.
Kei Yamamoto 1p.

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HERALDING HISTORY

For the third year on the bounce the FIM Motocross World Championship burst into life with the first two rounds taking place at the unique and culturally rich locations of Qatar and Thailand. Qatar was, as always, a showstopper, where MXGP's newest rookie sensation Tim Gajser shone brighter than the four hundred and twenty light bulbs that lit up the circuit with his 1 – 1 performance on his MXGP class debut. In MX2, it was business as usual for Red Bull KTM Factory Racing's Jeffrey Herlings, who after two seasons plagued with untimely and serious injuries is back and already proving to be in a league of his own. As the lights went down on the powerful season opener, flight cases were packed up and shipped off to Suphan Buri, Thailand, an unfamiliar location where the second round of the MXGP championship would take place for the first time in history, only five days later.

MXGP of Thailand

While Qatar was warm, the MXGP of Thailand had the riders faced with heat that was on an entirely other level. An all new climate for the second time in one week was always going to be a factor for the riders, most of which are used to the cooler and damper climates of Europe, as the temperature hovered around forty degrees all day long. The heat was not only demanding on the riders, teams and organizers, it also took its toll on the circuit which had been heavily ripped and watered the weeks leading up to the event, but even so, it still dried up rock hard. Nevertheless, it's safe to say the track was incredible given the conditions it was built in, "I really liked the track" Suzuki World MX2's Jeremy Seewer said on the Studio Show at the MXGP of Europe, "It was really nice to ride, it had a lot of ruts and a lot of places to pass, it got rough and bumpy but it was still safe, I think they did a really good job." The circuit was unique and it provided a new and different challenge for everyone onsite, which is what MXGP is all about, diversity.

Monster Energy Yamaha Factory Racing's Romain Febvre left everyone breathless including himself on his way to winning the grand prix with a 1 – 1 performance. Not only did Febvre turn up the heat, he was forced to do it in an epic battle that raged on from the drop of the gate all the way to the checkers with the legend Red Bull KTM Factory Racing's Antonio Cairoli and the round one winner Honda Gariboldi's Tim Gajser. It wasn't an easy race for the defending champion to win; Cairoli led the majority of the race before succumbing to the relentless Frenchman while Gajser beat himself when he opted to back off after a few sketchy moments. Speaking of sketchy moments, the newly invigorated Kiwi riding for Suzuki World MXGP, Ben Townley, cemented his speed on the newly built track in Thailand with a qualifying heat win, but ended up spamming himself a few laps into moto one while reeling in the leaders Cairoli, Febvre and Gajser. He mangled the radiator of his Suzuki machine in the crash, which forced him out of the race.

Febvre was noticeably exhausted after the first moto but it

turns out he is some kind of Jedi as he miraculously regrouped for the win in race two as well! Ben Townley, on the other hand, lined up fresher than most and was convinced he could win the final moto. He ran the pace and sat back waiting for Febvre to fatigue after his epic level of exertion in the first race, but there wasn't a chance, the 461 just has too much fight in his heart to back off the gas. 'BT' managed to brighten his day with a second place in race two.

Cairoli randomly stalled his engine early on in race two while Gajser bobbled on lap one and had to go on a mad mission through the pack. The Slovenian only made it back to fifth, which was enough for second overall but meant he would hand the red plate over to the defending champion, Febvre.

Febvre's Monster Energy Yamaha Factory Racing teammate Jeremy Van Horebeek laid low most of the race as he spun laps on eco mode knowing the importance of physically making it to the finish in 40 degree Celcius heat. The Belgian was left scratching his head in the press conference about how the guys that beat him had so much energy. Nevertheless, it was a satisfying feeling for him knowing that the MXGP of Thailand was where he took his first podium in 2014, a season that saw him land on the box for the following ten rounds before being dubbed vice world champion.

Over in MX2, Herlings upped his game once again, because the rest of the field in MX2 needed that like a flat tyre. The Bullet's closest rival Monster Energy Kawasaki's Dylan Ferrandis dislocated his shoulder in qualifying and took to Facebook expressing his disappointment saying "I dislocated my right shoulder in the wave section without crashing. I will fly back in France tomorrow to visit my doctor as soon as possible, and hope to be back for Valkenswaard". There has since been a press release go out saying that Ferrandis has had a successful operation on his shoulder.

With a best lap time more than 2 seconds a lap faster than the next fastest rider, it was another instance of 'the only person who can beat Herlings is Herlings', which was almost the case once again as the '84' got a little bit cocky while carving through the pack at a rate of knots, pinned it on the back wheel through the waves carrying a ton of speed into the table top that followed, scrubbed it so hard that the bike kicked back and almost sent him over the 'bars. "I was always too aggressive and now I took my time and felt I could go much faster but then I scrubbed and almost went over the 'bars, I know it was on TV it was such a sketchy moment and something stupid like that is not allowed to happen again, it was my mistake for the last two years so it seems like I didn't learn, but I did, so I won't let it happen again, I will try to be smarter, but overall it was a good weekend."

After passing out in the heat last year, Suzuki's Jeremy Seewer proved he is in far better physical condition this year and then rode poised for two third place finishes and second overall, his best ever result in his pro career. Meanwhile, Wilvo Standing Construct Yamaha's Aleksandr Tonkov looked fierce on his blue beast numbered up '59' and managed to round off the podium.

MXGP of Europe
An immense enthusiastic crowd offered a fuzzy welcome back to Europe, despite the unpleasant weather, for the third round of the FIM Motocross World Championship, which took place in Valkenswaard, The Netherlands. Valkenswaard, in case you missed it, is a track which has always been good to the Flying Dutchman Jeffrey Herlings as it is the venue he won his first ever grand prix, which was the third round of his rookie season back in 2010 and since then has never been beaten on home soil.

The Bullet has now been one of the biggest names in MX2 since his debut. He is only twenty-one years old and after his phenomenal display, once again, around Valkenswaard where he lapped into the top ten in both races and won the second race by more than one minute, even with the final lap being a reduced pace celebratory lap where he saluted his fans and threw some sick whips, he has made history with his fiftieth grand prix win. "A fiftieth GP win is something special, it is one of the big numbers, it's pretty cool to do it here in front of my home fans" he said, "It was pretty easy, maybe one of the easiest I've had, but I am happy we did it, and happy we did it here for my fans."

While naturally, as the native and easily the most extraordinary sand rider the world has ever seen, Red Bull KTM Factory Racing's Jeffrey Herlings was the talking point of the grand prix, Monster Energy Yamaha Factory Racing's Romain Febvre was by no means prepared to finish the MXGP of Europe in the shadow. The MXGP red plate holder and defending champion had a rusty start to the round where he admitted, "I couldn't find my rhythm in the first race, I crashed and I couldn't find my lines. I was really disappointed and angry so before the second race I was hungry, I wanted to win." It was obvious the 461 was hungry in the second outing as he crouched behind his teammate Jeremy Van Horebeek and pounced when the two lap board came out, with a hard charge around the outside before pulling the pin on the grenade and throwing it in the direction of Tony Cairoli.

The Frenchman, who is just getting craftier and craftier, got right onto the rear wheel of Cairoli and commenced the showdown the world has awaited before making a pass for the lead on the final lap. TC222, being a winner as well, tried to respond but in effort, got out of shape a couple of times and was forced to cross the line in second.

Meanwhile Rockstar Energy Husqvarna Factory Racing's Max Nagl had got out of bed ready to race at the MXGP of Europe. After a slow start to the season, the familiar number 12 whizzed to a win in qualifying on

day one and rocked out sharp on day two where he put 22 points on the board in race one with a second behind Honda Gariboldi's Tim Gajser, who is fast verifying the health of his MXGP title campaign. A bog on the start of race two saw Nagl have to battle from miles back for fourth while Gajser, after his mega impressive win in race one, was all over the place in race two but eventually managed to compose himself for eighth. Both Nagl and Gajser mentioned they had technical problems in the final race, regardless they landed on the podium, Nagl in second, his first visit in 2016 and Gajser in third, maintaining his podium streak. Tony Cairoli ended up being two points shy of his first podium appearance while Jeremy Van Horebeek tied with Tony and was also two points shy making back-to-back appearances on the box.

In MX2, no one expects to beat Jeffrey Herlings in the sand anymore. He is just too good, so for Jeff's Red Bull KTM Factory Racing teammate Pauls Jonass, two second place finishes were as good as a win.

Jonass was pumped with second but no rider was more thrilled with their performance than Jeremy Seewer, who landed on the third step despite not favoring the sand. "I have been on the podium a few times now but for me this one is an emotional one. To do it in the sand as a Swiss rider was something really important to me especially after last year I was not so good here and even in years before I couldn't even qualify in the sand in the European Championship on an 85cc. I have worked really hard and it's starting to be alright now."

Despite the unpredictable weather that drifted between blue skies and dark horribleness, the fans still packed the venue where they witnessed some of the best racing a motorsport event could ever offer. The next round of MXGP will take place on the weekend of April 5th in Patagonia, Argentina, on one of the best tracks on the calendar. Stay tuned!

FIM Motocross World Championship

Standings

MXGP CHAMP. STANDINGS

1. R. Febvre (FRA YAM), 137 points
2. T. Gajser (SLO, HON), 124 p.
3. E. Bobryshev (RUS, HON), 107 p.
4. J. VanHorebeek(BEL,YAM), 104 p
5. A.Cairoli (ITA, KTM), 100 p.
6. M. Nagl (GER, HUS) 84 p.
7. S. Simpson (GBR,KTM) , 80 p.
8. K. Strijbos (BEL, SUZ), 79 p.
9. T. Searle (GBR, KAW) , 63 p.
10. G. Coldenhoff(NED, KTM), 55 p.

MX2 CHAMP. STANDINGS

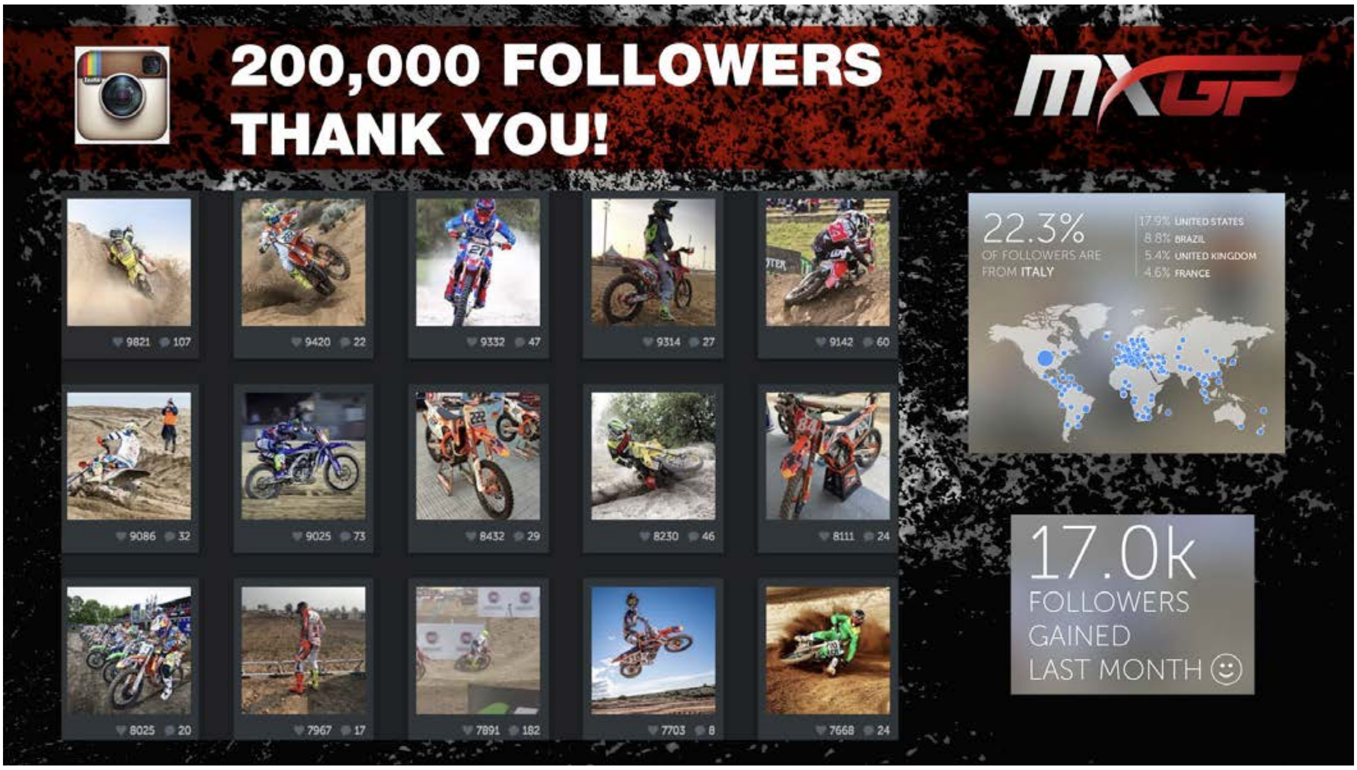
1. J.Herlings (NED, KTM),150 points
2. P. Jonass (LAT, KTM) , 112 p.
3. J. Seewer (SUI, SUZ), 112 p.
4. A. Tonkov (RUS, HUS),91 p.
5. B.VanDoninck (BEL, YAM),78 p.
6. P. Petrov (BUL, KAW), 76 p.
7. B. Paturel (FRA, YAM), 75 p.
8. S. Bernardini (ITA, TM),60 p.
9. A. Östlund (SWE, YAM), , 60 p.
10.V. Brylyakov (RUS, KAW), 59 p.

MXGP MANUFACTUERS

1. Yamaha	**137** points
2. Honda	**126** points
3. KTM	**107** points
4. Husqvarna	**95** points
5. Suzuki	**91** points
6. Kawasaki	**63** points

MX2 MANUFACTUERS

1. KTM	**150** points
2. Suzuki	**112** points
3. Yamaha	**108** points
4. Kawasaki	**103** points
5. Husqvarna	**74** points
6. TM	**60** points
7. Honda	**57** Points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Mega weekend away in Holland for the @mxgp

@hijomeatman
Pre ordered #MXGP2 today! @MilestoneItaly @mxgp Can't wait

@Zlenicic
FoxHeadEurope @TimGajser243 was amazing. Unbelivable saves and fantastic progress forward during the race. 3. place worth of gold @mxgp

@im_not_nate
@mxgp @JHerlings84 I'm so happy for this mx2 record. It's really unbelievable. Please race mx2 next year so you can be the best ever!!!

@brandon42598
Wow second race of#mxgpvalkenswaard outstanding battle between @Vanhorebeek89@RFebvre461

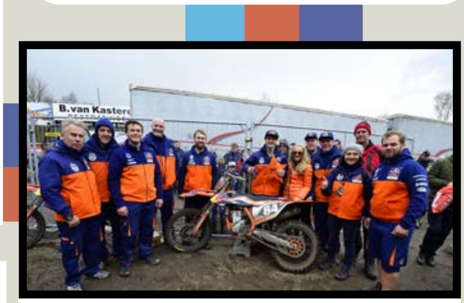
@mwatkins94
This mx2 race is what it is all about @mxgp

@antelle27
So what do you do if your Mx meetings are cancelled??? Watch @mxgp of course! C'mon the Brits.. An @JHerlings84

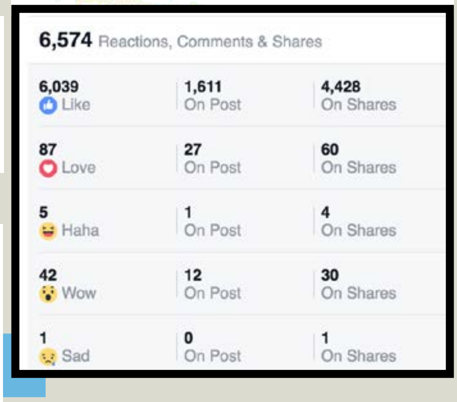
@ risermcg
@mxgp @CDuncan151 this girl is good. Go Courtney..

@angelfeijoo
Awesome weekend at the #MXGP of Europe at Valkenswaard! #CheeringUp#MaxNagl @Husqvarna1903 @ mxgp

@alistairstaward
Tickets booked for a week in Italy for the MXoN @mxgp



Massive congratulations to Jeffrey Herlings on winning his 50th Grand Prix here in front of his home crowd in Valken-



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87 Love	27 On Post	60 On Shares
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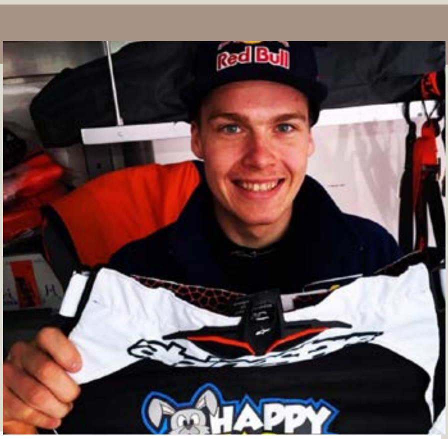
Antonio Cairoli & Romain Febvre last lap battle in Valkenswaard.

Studio Show with Antonio Cairoli, Jeremy Seewer and Josh Coppins

OOK, INSTAGRAM, YOUTUBE

@snowymx31
Good luck to all the Brits racing @mxgp at valkenswaard today. Gutted I'm not there to rip some...

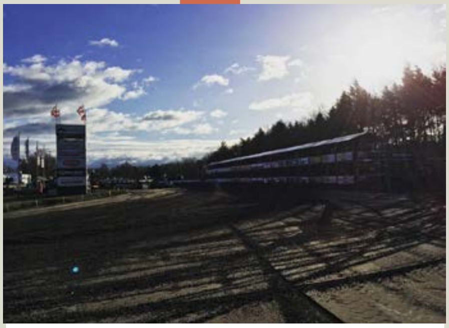

Red Bull
HAPPY

@paulsjonass141
Love my buttpatch for @ mxgp of Valkeswaard, thanks to Dave Coekaerts for design!!
Happy Easter people!!

MXGP
OF EUROPE

@pascalbarkhuis

Mijn dochter wou met @ JHerlings84 op de foto,nu maar hopen dat het op het @ttcircuitassen bij de @mxgp gaat lukken.



@motochris
Good morning from @ MXGP Of Europe at #Valkenswaard
The sun is shining but the forecast is for heavy rain so hoping it stays like this!

YAMAHA
THOR
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MAXMX
OAKFIELD
YAMAHA

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Taking mugshots on Saturday for @mxgp TV that pose

189
BOGERS
HSF LOGISTICS
JTX MX RACING
KTM
10
VLAANDEREN
HSF LOGISTICS
JTX MX RACING
KTM
JUS
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189
HSF LOGISTICS

HSF Logistics paves the way for young prospects

HSF LOGISTICS
JTX RACING
HSF LOGISTICS
JTX
KTM
10
95
RENTHAL
HSF LOGISTICS
KTM

Dutch team HSF Logistics Motorsport KTM is a relatively new team in the FIM Motocross World Championship. They are a team that has focused on young Dutch talent in particular, where their future success relies on the stars of the next generation. "We take young riders" **Martin Van Genderen**, HSF Logistics Motorsports Team Manager said, "we know the youth is the future of motocross, and of the team, so we have developed a junior plan to work with riders from a young age and we teach them and assist them with everything they need to know in order to be successful."

The team's sole focus and ultimate goal is to finish a season inside the top five in MX2. "We have signed the riders until 2018, but we will only focus on MX2, Robert has to go to MXGP next year so his contract will end this year, but we plan to keep the team solid and create a good atmosphere where the riders can perform at their best, while still having fun, this is important for us." Martin said. But what do they expect from their riders? "The whole team is young, their first season was last year where we hoped they would be racing inside the top 15, which they could do. This year we want them to be inside the top 10, but we don't put pressure on them because we are happy when they race the best they can. We know that because they are young, the experience is not there and we need more time," he said. "At the end of this season we can make a clearer target for 2016 because they will have had two full seasons in the grand prix."

In a short amount of time the team had made huge strides in their amateur program, which started four years ago in their local championships while **Brian Bogers** made some waves in the European Championship EMX250. In 2014, Bogers lined up as one of the hotshots in the EMX250 class where he won the most round overalls of the season but a couple of bad races where he scored no points meant that he tied for the championship win but was dropped back to second as the eventual winner Steven Clarke had won the most amount of races, yet not an overall.

2015
MOTOCROSS EUROPEAN CHAMPIONSHIP
MX EURO
EMX85 CHAMPION
HSF LOGISTICS
JTX RACING
MX85

While Bogers, Vlaanderen and Justs are flying the flag for the team in MX2, the team still supports very young riders such as **Raivo Dankers** and Max Engelen. Raivo Dankers in particular has already had a very vibrant career where he has won the **European Championship EMX65** back in 2013 and was last year the **European EMX85 Champion** as well as the **FIM Junior 85cc World Champion**. "Raivo will be racing the European Championship this year on a 125cc. We have a lot of faith in him because if you look at the record the European Championship has and the riders that have won it in the past, they have all gone on to do big things and have very bright futures in the sport."

It's always one of the biggest steps a rider will make, to go from an 85cc to a 125cc, "We will see how he goes" Martin said, "we will make sure he has good material so he can race fast and be safe. We also make sure he has the budget to race and we help his parents know how to look after him as they are the people he relies on and works day and night with."

So who is behind it all?
The team is owned by a non-profit organization named **Pro MX Racing** whose chairman is Simon Frederiks, CEO of HSF Logistics, a hard-core motorsport enthusiast who used to race motocross in his youth before an accident and severe injury forced him to hang up his boots. Although Simon could no longer race, his passion was buried deep in his motocross roots and he wanted to help young Dutch hopefuls achieve their dreams.

Four years ago, Simon put together the team **HSF Logistics Motorsports**, which for him was just a hobby, which also had benefits commercially in terms of advertising and promotion of his company HSF Logistics. The initial idea of the team was just to help foster young Dutch talents, by physically handpicking the hottest young prospects rather than waiting for them to fall in their lap as some other teams may do. Their strategy was successful almost immediately, which gave them the encouragement to go all the way to the world stage and enter a team inside the FIM Motocross World Championship.

2014 was HSF Logistic Motorsports KTM's first year inside the paddock of MXGP. It wasn't for the entire season, but a good chunk. After dipping their toes, they entered their first full season last year in 2015 where they fast learned their team of youngsters have very promising futures. Eventually podiums will be the goal, but until then they will keep working hard, while having fun, with their eyes on the prize.

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Please make no attempt to imitate the illustrated riding scenes, always wear protective clothing and observe the applicable provisions of the road traffic regulations!
The illustrated vehicles may vary in selected details from the production models and some illustrations feature optional equipment available at additional cost.

MXGP
SECONDS
5
OFFICIAL TIMEKEEPER
TAG HEUER

MXGP
15
SECONDS
TAGHeuer
OFFICIAL TIMEKEEPER

MXGP Academy Certified?

Youthstream's passion for motocross has led to a vibrant and successful history of the FIM Motocross World Championship, which continues to blossom as the level gets higher and more spectacular. With the bar continuously being raised in MX2 and MXGP, Youthstream and FIM Europe have recognized the importance of building athletes and creating champions from a young age which is why they have created the **MXGP Academy** and have now set up a system where trainers can become MXGP Academy certified.

We spoke to the MXGP Academy Co-Coordinator Martin Van Genderen for more details…

MXGP Mag: What is the system?
Martin Van Genderen: A certificate system has been introduced for the riders. The entrance level certificate is MX-A, which is then followed by MX-B, C, D, E, F, with G being the highest certificate you can achieve. The certificate system is like other sports, for example in Judo, you start with a white belt, then yellow, then blue etc. …

The funny thing about motocross is that you can buy a license and just go and race. In other sports, like skiing, you can't buy some skis and line up for a skiing race. There is a system you have to go through to prove you have the skills and the knowledge required to compete safely, for yourself and others, and this is what we are trying to introduce.

MXGP Mag: How are the trainers selected?
Van Genderen: The FIM Europe sends letters to the national federations and then they come back to us with a list of trainers and in November we go to Riga where we have a trainers meeting and we start with the education.

MXGP Mag: What do they learn?
Van Genderen: The trainers are all EOC certified (European Olympic Committee) trainers. They already know how to work with kids. So we teach them the rules and regulations of motocross such as the anti-doping rules because what a lot of kids don't realize or even their parents is, there are medications such as nose sprays and hayfever sprays, which can make their kids fail drug testing. It's up to the trainers to give the children and their parents this knowledge so they understand the sport inside out. They also give riding tips and training as well as physical training advice. The MXGP Academy will teach the trainers the nutrition guidelines and overall guidelines for being a top motocross athlete.

MXGP Mag: How long are the courses?
Van Genderen: The MX-A certif-

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icate course for the trainers is 3 hours long. MX-B will be half a day, MX-C will be a full day, D, E, F and G will be more than two days long.

MXGP Mag: How long does it take for the kids to achieve the certificates?
Van Genderen: It will take one year per certificate. We want to start with really young riders, between 8 and 10. They can go through the MX-A through to 'D' certificates while racing at local and national level. MX-E stands for European Championship, so they will then be around 14 years old and will have the tools and knowledge required to have a successful year in the European Championship where they can handle the media and they are not overwhelmed by the way the paddock, which is a part of the FIM Motocross World Championship, works.

MXGP Mag: How many trainers are there already?
Van Genderen: We have 48 trainers across Europe at the moment, all of which are at MX-A level, since we have just started the program this year. We also have a lot more interest; there will be more trainers by time we get to the MXGP of Germany, which is at the beginning of May, so we will do a presentation there too.

MXGP Mag: Is there a possibility for a rider to skip some levels of certification, for example go from MX-A right to 'D'?
Van Genderen: No, maybe in a very odd case where the committee agrees that the rider is ready for that. But for most cases, no, they must follow the system.

MXGP Mag: How do the riders find a MXGP Academy trainer?
Van Genderen: They must contact their national federations. They will have a list and will put them in contact.

MXGP Mag: How can a trainer become MXGP Academy certified?
Van Genderen: It's the same. They must contact their national federation and then the federations will be in touch with the FIM Europe.

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ZATION – WORK IN PROGRESS

In occasion of the Launch of MXGP2 – The Official MotoCross Videogame Milestone interviewed Domenico Celenza – Lead designer of the game - to create the Top 5 Tips for Playing The Game.

1. Learn the layout of the tracks

Whether you are riding on one of the 18 tracks of the official Championship calendar, or keeping the flag of your country in the Motocross of Nations game mode, or just having some fun on one of the 4 Stadium Series indoor tracks, it is crucial to know the layout of the tracks: each turn and jump can be approached in different ways and the "full throttle" option is not always the correct one. You must learn when you have to be fast to clear a triple, or when you have to slow down to avoid over-jumping out of the track. For example, when you face individual bumps, or jumps followed by a turn, it's better to stop accelerating just before you reach the top: your trajectory will be lower and you will lose less time flying, just like in real life. Indeed, we put a great deal of effort in reproducing the tracks as close as possible to the reality, working on billions of photos, on-board videos as well as GPS data, jump descriptions and track mea-

UFO
27

surements obtained from Youthstream, the rights holder of the FIM Motocross World Championship.

2. Use the weight shifting of the rider

In MXGP2 you can manage the bike and the rider entirely independently of each other, giving you a great level of control. In order to reproduce the various movements of the rider on a dirt bike, we used a double stick controller scheme: the left stick is used to regulate the lean angle of the bike, so that you can use it to steer into corners and to find the most effective lines, while the right stick shifts the position of the rider on the seat, altering weight distribution and allowing you to pull off more complex maneuvers.
Remember that every combination of these elements has different consequences for the bike behavior, both in the air and on the ground. For example, you can make the rear wheel slide on a side, tightening the line of the curve, by moving your weight to the front wheel; or you can try to recover from a bad turn by using the rider body as counterweight.
Another important thing you can do shifting the weight of the rider is the so called "scrub", a technique used by professional riders to get a lower trajectory compared to a simple jump. To perform a scrub, you have to move the bike and rider in opposite directions, right before the wheels leave the ground. Timing is essential: move too early and you risk falling... do it too late and you won't finish the scrub. Remember, you can't scrub all jumps!

3. Use the clutch

In MXGP2 we added a much sought-after feature for our hardcore fans: the clutch. The correct use of the clutch is crucial for obtaining a good start: before the gate drop, press the clutch, shift the rider's weight on the front wheel and give full gas. As soon as the gate goes down, release the clutch and fight for the holeshot!
The clutch is also useful during the actual race. For

SUZUKI
20

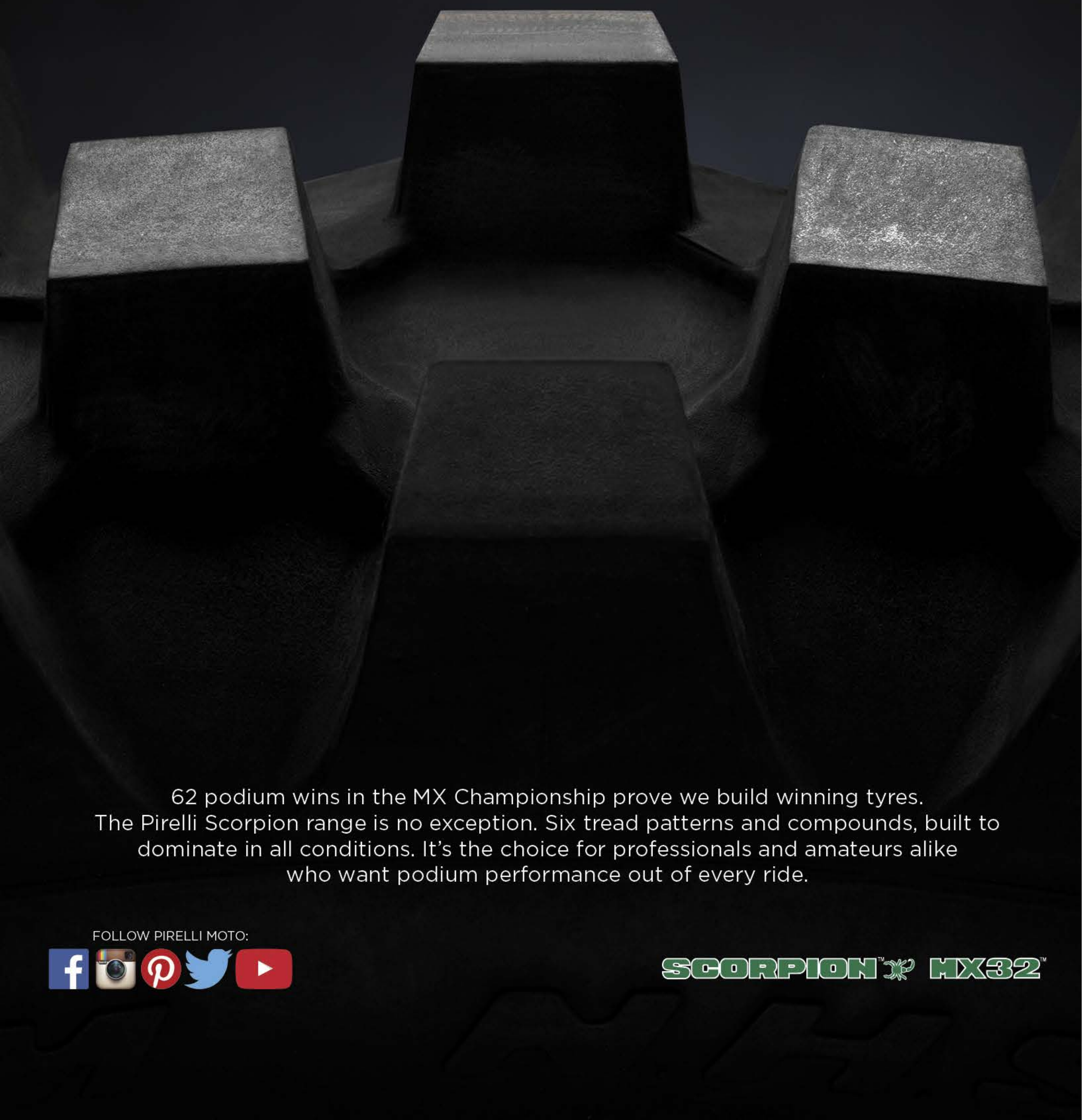
example, on slow corners, sometimes you need more thrust to get going again. In these cases, you can hit the clutch and let it go immediately after accelerating. This will rev up the engine, giving the motorcycle the power it needs.

4. Choose the right line

There is not just one way to correctly approach a turn: you can decide to try an inner trajectory, going hard on the brakes and sliding the bike on a side to tighten the trajectory, or you can take an outer line. On banked corner you can even hit the berm, leaning against the side of the turn and obtaining a much faster exiting trajectory.
It's very important to remember that the track is constantly evolving during the race: the player and the AI riders will create ditches and modify the way the bikes react to the holes and bumps. That's because we developed a new terrain deformation system, introducing a physical response of the deformations on the bike's wheels and suspensions. This obviously adds a layer of realism and tactic to the gameplay: are you going to try the same tight trajectory again, passing over the rugged terrain, or will you take an outer one, losing more time but taking less risks?

5. Upgrade your bike

If everything else fails, just make your bike more powerful! In MXGP2 we added a complete customization feature: create your own team and then change every aspect of your bike and rider, choosing the best upgrades and gears from a catalog of over 50 real brands. For your vehicle, you can modify graphic kits, handlebar, hand grips, bar pad, handguards, exhaust, tires, wheel rims, suspensions and brake discs. Choose carefully and you will be able to increase the performance of your bike and make it the vehicle of your dream. But to be the best rider around, you don't need only a good bike, you also need a cool look! Customize the outfit of your rider changing his racing suit, helmet, goggles, neckbrace and boots.
More info available on www.mxgpvideogame.com, #MXGPvideogame and www.facebook.com/mxgovideogame. Stay Tuned!



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Jeremy McGrath:
IT'S SHOWTIME

Jeremy McGrath will go down in motocross history as the rider who changed everything. Fans loved him; riders idolised him and wanted to be him. He was media savvy, an entrepreneur that brought outside interest and sponsors into the world of motocross and supercross and will forever be remembered as an icon of our sport; a true legend. He was a real showman who took the record book, tore it up and threw it out the window, and is probably single-handedly responsible for changing the sport of motocross and supercross in terms of how it is viewed today.

It all started on November 19th 1971 when Jeremy was born in San Francisco, California. Although he didn't start riding a motorcycle until he was five, it was BMX that took up all his time. But after honing his skills for a number of years, boredom and disillusionment set in and the young 'MC' decided to look for a new challenge, and it was in motocross that his senses were re-awakened.

McGrath's first race didn't happen until he was 14 years-old at Perris Raceway in 1986, and after three years of racing at amateur level, switched to the pro-ranks and by 1989 found himself lining up at the start gate in the fast-paced world of supercross, riding in the 125cc West Coast region.

That first season would see McGrath place 8th overall riding a Honda and while most of his results were just inside the top ten he did record a podium at round three with a second position at the Kingdome in Seattle behind Jeff 'Chicken' Matiasevich. The following season McGrath upped his game to place second overall in the same 125cc West Coast Supercross Championship, picking up his first 125SX win at the Sam Boyd Stadium in Las Vegas, March 17th 1990, and caught the eye of a team manager that like Jeremy, would change the way teams and riders went racing, a guy by the name of **Mitch Payton**. With his tuning business already up and running, Payton ran Pro-Circuit Honda's with the backing of Peak and Splitfire, and pitched his new privateer team against the might of the factory teams.

The result saw McGrath embark on a journey that would take his career and send it into orbit. Back-to-back titles in the 125cc West division in 1991 and 1992 saw McGrath sign for **US Honda** to race in the 250cc supercross class alongside his teammate Jeff Stanton, and after winning the prestigious Tokyo Supercross at the end of the '92 season, he entered 1993 as a rookie looking to gain experience in the premier class.

After taking 4th and 5th at

the opening two rounds McGrath took victory at round three at Anaheim, passing his teammate Stanton en-route to the chequered flag. He would take another nine victories that year and **won the AMA 250cc Supercross Championship by 57 points in his rookie season**, aged twenty-one. Unfortunately for his rivals, Jeremy McGrath was just getting started.

The rider now known as **'Showtime'** dominated the US scene for the next three years straight, winning the AMA Supercross Championship four years in a row from '93 to '96. He even managed to wrap up the AMA 250cc Outdoor Championship in 1995, something his mockers thought he would never achieve. There was an **FIM Motocross des Nations** victory too in **1993** in Austria at the circuit of Schwanenstadt, which he followed up with a second 'Nations win at Jerez in Spain in **1996**.

Everything that McGrath touched turned to gold and fans all over the world were in awe of him.

His most impressive season had to be **1996**. With a win at the opening round in Orlando, the McGrath freight train gathered momentum and ten rounds in he was still undefeated. Wins eleven, twelve and thirteen came in Tampa, Pontiac and Charlotte but at round fourteen, McGrath met his match when **Jeff Emig** took the win that ended the win streak. Win fourteen for the season though came at the very next and final round in Denver, in a season that saw him on the podium at every round.

After a falling out with Honda, McGrath signed for **Suzuki** in what was a shock move and left many, Jeremy included, scratching their heads. After such a dominant season the year before, 1997 was anything but, recording just two SX main event wins, finishing second overall behind Jeff Emig, and to rub salt in the wound, Emig would also win the outdoor title as well.

So, it was all change again for the **1998** season, and McGrath found himself racing for **Chapparal Yamaha**, a San Bernardino based motorcycle

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Photo: Monster Energy

dealership. Again, many were left wondering whether it was a good move, but three more titles in '98, '99 and 2000 proved everybody wrong. Even more impressive was that it was the first time that a non-factory team had won the AMA Supercross Championship.

It was a case of déjà-vu in 2001, certainly from a fans perspective and with McGrath nearing 30 years of age, the biggest question was how much longer McGrath could stay on top?

After winning the season opener at Anaheim, it was clear there was a challenger to the throne, and by round two **Ricky Carmichael** found himself on the top step of the podium – he'd won at Daytona the previous year but was too inconsistent over the season to make an impact. McGrath won again at round three in Arizona but by round four Carmichael took the win at Anaheim A3, and from there went on a streak that matched the 13-in-a-row of McGrath from 1996. The reign of Jeremy McGrath was over. While he placed 3rd the following season the wins had dried up for Showtime. A surprise move to **KTM** for **2003** saw him retire on the eve of the opening race of the season, but being 'The King of Supercross' he successfully turned his retirement into a farewell tour.

He has since turned his hand to **X-Games** 'Step-Up', winning Gold in 2004, raced supermoto; entered the Championship Off Road (CORR) series where he recorded podiums. He also co-owns **Pole Position Raceway**, a chain of indoor Go-Karting centres. Add to that he was the first supercross racer to have his own shoe line as well as his own toy products so it's easy to see why McGrath was able to transcend motocross and supercross the way he did. He has starred in movies, has his own movie production company and has even written an autobiography. All of this and he is just as approachable now as he was when it all started.

He currently works for **Kawasaki** in an ambassadorial role.

72 250cc SX wins – Still holds the record
7 AMA 250cc SX titles 1993, '94, '95, '96, '98, '99, 2000
2 AMA 125cc SX titles (West Coast) 1991 / 1992
2 FIM Motocross des Nations titles – Team USA

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Paddock Talks

01/ An amazing media opportunity and welcoming ceremony at the MXGP of Thailand

02/ MXGP will go to Indonesia in 2017, 2018, and 2019

03/"If I was an actual Kiwi, I could probably fly to about this high…" Josh Coppins is mentoring and coaching the newest WMX sensation Courtney Duncan.

04/A big thanks goes to Kawasaki for the brand new vehicles they gave us in Valkenswaard.

05/The new Fiat Professional Fullback is pretty rad!

06/Yamaha Motors Europe hosted their official team presentation inside their new hospitality unit.

07/Ken De Dycker was in Valkenswaard hobbling about on the mend from his broken femur.

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2016 FIM MOTOCROSS WORLD CHAMPIONSHIP
MXGP OF THAILAND
MX GP 2017 PANGKALPINANG INDONESIA

09

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FIM MOTOCROSS
WORLD CHAMPIONSHIP
MXGP
#MXGP
MXGP-TV.com

10

TAGHeuer
#DontCrackUnderPressure

12

Paddock Talks

08/Fox had a motocross simulator that the fans could ride.
09/MXGP2 The Official Motocross Videogame is almost here! The public was able to test it in the Monster Energy rig at the MXGP of Europe.
10/The new Tag Heuer bridge will be present in all the European events.
11/The first lot of MXGP Academy MX-A Certificates were handed out to the Dutch trainers.
12/MotoGP's Maverick Viñales was on the grid showing some support for Suzuki World MXGP's Kevin Strijbos.
13/Check out the pit-chat between Lisa Leyland and Jeremy Seewer at Valkenswaard.

QUESTIONS TO THE EDITOR

Hey guys,
I'm Juan from Mexico and I wish to buy tickets for the next MXGP of Leon. Is there any pre-sales available?
Thanks,
Juan

Dear Juan,
Go to MXGP.com and check the bars on the right side for all the Ticket shops available. The ticket shop for the MXGP of Leon is now online at this link: http://www.eticket.mx/busqueda.aspx?buscar=mxgp
See you at the races!
Best Regards
MXGP

Hi MXGP,
I've just subscribed to MXGP-TV but for some reason I can't log in as it says my account has to be activated but I don't know how to do it. Thank you for your help.
Thanks,
Sandra

Hello Sandra,
Thank you for your interest in MXGP-TV. You should have received an email to activate your account, in case you haven't received it please contact MXGP-Team at contact@youthstream-media.com and request to activate your account manually.
All the best,
MXGP

Hi MXGP-TV,
I wish to attend the EMX300 category as a rider for the MXGP of Latvia. Is there any process I need to follow in advance?
Thanks,
Frank

Hi Frank
You can contact Youthstream sportoffice at the email address below in order to receive all the information to subscribe: sportoffice@youthstream.org
Regards
MXGP

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Courtesy of YOUTHSTREAM

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Thanks to the new **GET ECU generation**, the **RX1 processor**, this **LC-GPA is extremely precise** and works totally differently compared to the common OE systems; it guides you to the **perfect RPM range** to get the **best start out** of your machine (depending if 250 or 450) thanks to its very bright led that is made to be a kind of RPM dashboard.

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